the Commissioners have ordered that 1,000 men ba eworn in to do duty upon election day. The Herald, in announcing this fact, says that "this will practi-"eally evade the injunction;" and, as The Herald is one of the most unscrupulous organs of Mayor Wood, through whom it doubtless received this piece of information, the remark is to be regarded as in some sort official, and likely to be acted upon. We warn Judge Davies, or any other Judge in the City of New-York, against sanctioning a construction of the existing order, or granting a new order, the effect of which may be to strip the people of New-York of their rights, or to render a resort to the military an absolute necessity.

The depth of ignorance and disqualification which characterizes the present Common Council is very little known to the people. When the Controller, a few weeks ago, sent in his usual installment of staffinery, it was not only whispered but openly and jeeringly asserted that to many of the people's representatives the pens and paper were as useless as We fifth wheel of a coach. It may be that the stolid ignorance of an Alderman is a valuable qualification; if so, we have any number of Hazeltines in the City Hall who ought to be adranced to the supervision of Normal Schools. Here, for instance, are copies, as near as we can reproduce them in type, of two documents signed by the Alderman of the Sixteenth Ward, Mr. Peter Fullmer-the man who is to have the regular Democratic and the bogus American nomination for re-

New York Sept Irst 1857

The Folice offsecer will Pleas Let the Bairer Thomas Smith Have the Boddy of Sophis Smith to Remove hir to his House No Lying Drownded at the foot 21 No 246—Neath Avance Now Lying Drownded at the foot 21 Streets Deck and Notafy the Coraner of the Plac you have Removed hir for the Inquest and you will Confer A favor on Your triand Yours Truly Peter Fullmer Alderman 16th ward

N B you will Acompany
the Boddy to No 246—9 h Av
and Retaon Supveteon over
hir yous P. F.
New York Nov. Int 1857
this Citafece I have this Day Granted permition to Mrss Worthis Citafece I have the Day Granted permition to Mrss Worthis Citafece I have the Day Granted permition to Mrss Worthis Citafece I have the Day Granted permition to Mrss Worthis Citafece I have the Day Granted permition to Mrss Worthis Citafece I have the Day Granted permition to Mrss Worlaw York Nov. Int 1857

Retar For Part House To Mrss World According
Peter Fullmar

If any other Sixteenth Ward Democrat can beat that, let him come forth and claim the nomination.

It is all arranged. Mr. Frank Boole, the incorruptible head of the Wood faction in the Board of Councilmen, and by prescriptive right Chairman of all Committees, is to be Mayor Wood's candidate for President of the next Board of Aldermen. Since his appearance in the Board of Councilmen, Mr. Boole has devoted his entire time to the " interests of the city," as all who are concerned in street business must be aware. This devotion to public duty is variously estimated, some saying it is worth \$30,000 a year in pocket, while others contend it is worth nearly as much out of pocket. However this may be, it is certain that no important act has passed the Common Council, or progressed any considerable degree therein, without having Book at the head of it, Boole under it, Boole behind it-Boole all over it. No other man has so faithfully earned the honorable post of lieutenant to the hero of the John W. Cater and the Joseph Walker.

## THE LATEST NEWS. RECEIVED BY

## MAGNETIC TELEGRAPH.

FROM WASHINGTON.

Washington, Wednesday, Nov. 25, 1857.
The statement in The London Post to the effect that Sir William Ouseley has a mission to the Government of the United States, is altogether incorrect. He is simply accredited to the Government of Central America, and has come to Washington to consult with Lord Napier and Gen Cass. The interviews between the President and Secretary of State and Sir William Ouseley have hitherto been merely of a ceremonious and friendly character. The object of his mission will shortly be communicated to the Department of State by Lord Napier.

Gov. Walker, from Kansas, arrived in Washington to-night.

To-morrow being set apart as a day of Thanksgiving, a I the Departments will be closed, and no public business transacted.

Much solicitude is felt regarding Gen. Walker's filli bustering movements. The Government, as yet, has received no advices on the subject.

LATER FROM MEXICO.

NEW-ORLEANS, Tuesday, Nov. 24, 1857. The eteamship Tennessee has arrived here from Vera Cruz with dates to the 21st inst., and from the City of Mexico to the 19th. The country was in a most distracted condition, and

another general revolution was impending. Resolutions were pending between the Revolution

ists and General Santa Anna, whom, undoubtedly. they intend for President.

Of the passengers on the Tennessee, there are twenty-three political exiles, and among these are ex-President Silas Jose Washington, Col. Romero, and William Moran, editor of the Extraordinaire, who was imprisoned for publications against the Governor

Comonfort's fall was considered certain, and it was thought doubtful whether his life would be spared if he remained in the country.

SUSPENSION OF TRULL & BROS.

Boston, Wednesday, Nov. 25, 1857. The Transcript announces the suspension of Messrs.

Trull & Bros., liquor dealers, and also largely engaged in the Mediterranean and Smyrna trade. It is thought their suspension will be but temporary, the firm hav-ing ample, but not immediately available means.

THE SOUTH CAROLINA BANKS.

CHARLESTON, Tuesday, Nov. 24, 1857.

The Chamber of Commerce of this city have prepared a memorial to the Legislature, asking for the passage of an act to prevent our banks from using the circulation of any bank within the State beyond the limits of the State for discount purposes, and also to prevent the recovery in our State Courts of any notes, exchange, &c., which may have been made payable in other States, for the purpose of a roiding our laws, and exacting illegal discount rates. THE SOUTH CAROLINA BANKS.

THE PROVIDENCE BANKS. PROVIDENCE, R. I., Wednesday, Nov. 25, 1857.

The following is the statement of the banks of this city to the 23d inst. :

Circulation \$1,811.695 | Loaus \$18,352,141
Deposits 2,213,649 | Specie. \$33,597

PHILADELPHIA STOCK BOARD. PBILADELPHIA Wednesday, Nov. 25 1857. Stocks firm. Pennsylvania Fives, 85; Reading Railroad 274; Morris Canal 48; Long Island Railroad, 94; Pennsylvania Railroad, 334.

DEATH OF JOSEPH WOODMAN. An old gentleman named Joseph Woodman, from Boston, stopping at the City Hotel, got up after retiring to bed last night, and in the dark fell down stairs and broke his neck. He died almost immediately.

FIRE AT REISTERSTOWN. The Hannah Moore Female Academy and the Epis' copal Church in Reisterstown, fifteen miles distant from this city, were destroyed by fire last night. All the immates escaped unharmed.

BURNING OF A FERRY-BOAT. PHILADELPHIA, Wednesday, Nov. 25—noon.
The ferry steamer Oscar R. Thompson is now burn
log at her pier at Gloucester Point.

MARINE DISASTERS. MARINE DISASTERS.

BUFFALO, Wednesday, Nov. 25, 1857.

The schooner Waurican of Buffalo, with a load of wheat, is ashore at Port Burwell.

The schooner Mazeppa went on the Breakwater here during the gale last evening, but received very little damage.

ttle damage.
The schoener Europa is ashere a few miles up the

ay, with her bottom out.

The schooner Sanderson lies on the beach, fifteen lies up the south shore, but is not much damaged.

The bark David Morris is ashore about Point Al-The bark David Morris is asserte about Point Abbino, and full of water.

All the foregoing vessels were bound to this port.

The schooner Shickluna, bound to the Welland Canal, is ashore six miles above Port Colborne, with

ix feet of water in her hold.

LOSS OF THE ANTELOPE, CAPTAIN AND FOUR SEAMEN.

CHICAGO, Thursday, Nov. 25, 1857.

The schooner Antelope, which left here last week with a cargo of wheat for Oswego, was blown ashore at the mouth of the St. Joseph River on the right of the late severe gale, and with her cargo was totally lest. Capt. Budd and four of the seaman were frozen to death.

THE LOST IN THE RAINBOW. CINCINNATI, Wednesday, Nov. 25, 1857. The following are the names of more of the lost par-

ergers of the steamboat Rainbow: sengers of the steamboat Rainbow:

Mr. McGaffin of Kentucky; three children of Mrs.
Whittaker of Vicksburg; Mrs. Wheatly and child of
California; one lady cabin passenger and three lady
deck passengers, names unknown; the third and fourth
cooks; William Rochester and E. Prather, stewards,
the colored hands and three colored have rames up. three dock hands and three colored boys, names un known; Mr. Leake of Arkaneas; Mr. Ingraham of New-Orleans, and Miss Farrick and Mr. Bradshears

THE WEATHER.

OSWEGO, Wednesday, Nov. 25—p. m.

The weather here to day has been very cold. There have been no arrivals or clearances by Lake.

BUFFALO, Wednesday, Nov. 25—6 p. m.

Weather calm and clear and cold. The harbor is still partially open but the canal is closed.

ALBANA, Wednesday, Nov. 25—6 p. m.

The weather is growing colder, and there is quite a severe frost. THE WEATHER.

The weather is growing colder, and there is quite a severe frost.

Cincinnati, Wednesday, Nov. 25—p. m.

The weather here is clear this evening, and the thermometer stands at 21—above zero.

There is 9 feet of water in the channel of the river at this point, and the water is falling.

Boston, Wednesday, Nov. 25, 1857.

The weather here to day has been cold and blustering. The thermometer this evening is down to 20°.

Collingwood, C. W., Nov. 25, 1857.

The ice in this harbor is two inches thick.

The steamer Canadian makes her last trip up Owen

The ice in this harbor is two inches thick.
The steamer Canadian makes her last trip up Owen
Sound on Saturday, the 28th inst.
BUFFALO, Wednesday, Nov. 25, 1857.
The weather here is clear and cold. The canal is so
frezen over that boats cannot move. In the harbor
there is considerable ice, and vessels experience a great
deal of difficulty in moving about.

## PERSONAL.

-- James G. Birney, who died at Eagleswood, Perth Amboy, yesterday morning, at the age of 65 years, has been suffering during the past twelve years from attacks of paralysis, which has recently been compli cated with heart disease, and aggravated by the inirmatics of old age.

Mr. Birney was born at Danville, Ky, in 1793. He graduated at Nassau Hall, New Jersey, and studied law with Mr. Dallas in Philadelphia. At the age of 25 he became a planter in Alabama and the owner of thirty five slaves, but soon afterward entered upon the practice of his profession again at Huntsville, Ky. Early in life Mr. Birney became interested in the Anti-Slavery movement, and not only freed his own elaves, but in-duced his father to make such a disposition of his estate as to leave him his twenty one slaves, when he set them free at once. In 1834 he attempted to start an Arti-Slavery newspaper in Kentucky, but finding it impossible to procure printers there, commenced its publication in Ohio, where it excited the most violent hostility. In 1844, when living in Michlgar, he became the "Liberty Party" candidate for the Presidency, and has been thought by the friends of Mr. Clay to have largely contributed to his defeat. Since that time the public have rarely heard of him but he has continued to be the center of a circle of ardent friends. That his youngest son might enjoy the advantages of Mr. Theodore Weld's school, and that he might be nearer the friends of the reforms which h had much at heart, he removed to New-Jersey. Mr Birney has been twice married. His second wife, who was a sister in law of the Hon. Gerrit Smith, survives him. As a reformer James G. Birney had none o that rancor and bitterness which semetimes disfigure the advocacy of a noble cause. His character was singularly pure, and his reputation is without a blemish. Mr. Birney's funeral will take place at Esgleswood to morrow at 11 o'clock.

-The Washington Star of the 24th considers the rumor that ex-President M. B. Lamar of Texas is likely to be sent as Minister Resident to Nicaragua to be erroneous. Gen. Lamar already holds the commission of Minister Resident from the United States to Buenos Ayres-a much more desirable position.

-Mr. Farnsworth of Chicago, representative elect to the XXXVth Congress, will be unable, in consequence of illness, to take his seat in the House until after the holidays.

-The venerable Alexander Nisbet, for many years an associate Judge, and subsequently Chief Judge of the Criminal Court of Baltimore City, died at his country, seat Ellengowan, in Baltimore County, on Sun-

day night. -We are informed, says The Union, that Senor Don Napoleon Escalante and Senor Don Luis Molina were yesterday introduced to the President by the Secretary f State, and delivered their credentials as Envoys Extraordinary and Ministers Plenipotentiary of the Republic of Costs Ries to the Government of the United States.

-The Washington correspondent of The Baltime Sun confirms the rumor that Senator Slidell will prob

ably be the next Minister to France.

—The greatest actor of Scotland died the other day at 71 years of age, in Edinburgh. Mr. Mackay was famous for his impersonation of the Scotch characters in the Waverley Novels, particularly of Baillie Nico Jarvie in Rob Roy, whom he persented to the entire satisfaction of Sir Walter Scott, who said that "it was the living Nicol Jarvie; conceited, pragmati ' cal, cautious, generous, proud of his connection with Rob Roy, frightened for him at the same time, and 'yet extremely desirous to interfere with him as au adviser."

The Cleveland Plaindealer says, the Free Lovers of Berlin Hights, who have been on trial several days at Sandusky, Ohio, have been broken up. Mrs Lewis, who was enticed away from her home in New York by a Mr. Tyler, has gone back with her hus band; the balance are in jail, under bonds, or pledged to leave the country for their country's good.

THE SWINDLING CASE. - After having been under THE SWINDLING CASE.—After having been under arrest forty-eight hours, with no specific charge against them, the names of Adolphus G. Wells, Webster Hadsell and S. P. Chamberlain were called at the Recorder's Court yesterday morning, as participants in the Hadsell swindling operation. Previously, however, by request of Mr. Carlos Pierce, a member of the Boston firm, which claims to have lost \$19,000. Chamberlain had been released. Mr. Cady appeared as counsel for the other two. The prosecution made a motion for a postponement of the examination till to-day, which was granted. [St. Louis Repub., 21st.

A Proposer for Lynia Decline — We learn A REGIMEST FOR INDIA DECLINED -We learn tom The Windsor Herald, that the Hop. Colonel Prince has lately repeated an offer which he made the Imperial Government in 1854, to raise in Canada a regiment for India. He wrote both Lords Palmerston and Parmure. From the former he received an an-awer saying that the War-Office would reply to his communication, and from the latter, a refusal of his offer, with thanks for making it. No reason for this

refusal is assigned. THE UNDERGROUND RAILROAD .- The Syracus The Undergound Railroad — The Syrachus Journal of Thursday, Gays, thirty-one passengers by this road have arrived at that city the present month, and have been provided for. Two arrived on Wednesday evening. One of them was as white as anybody, and nobody could suspect his African descent. He was from Columbia, South Carolina. He fled from a master who owned eight hundred slaves, because his sister was whipped to death by him. The other was a native of Alabama, who had been sold to Virginia, where he escaped. THE GREAT STORM.

THE CLEVELAND'S NARROW ESCAPE FROM

THE CLEVELAND'S NARROW ESCAPE FROM WRECK.

From The Milmarker Sentine!

Our fellow-citizen, Mr. J. Ladue, who was on board the Cleveland and who returned from Cuicago by railtoad yesterday, has furnished us with some additional particulars. The Cleveland left Green-Bayon Tuesday, and made good weather till Wednesday evening, when it began to snow. She was then off Port Washington, and after landing there the gale sudderly came up, the waves rising fast, and the weather growing very thick. Not fanzying a lee shore in so threatening a night, the Captain put out into the Lake. The gale hourly increased in violence, and by midnight the sea was terrific. About 2s. m. on Thursday a combing wave carried away part of the on Thursday a combing wave carried away part of wheel-house, saloon, &c., and ripped up some of

wheel-house, saloon, &c., and ripped up some of the deck planking.

Each successive sea now broke over the steamer, the water rose in the hold, the fires were put out, and she lay at the mercy of the elements. All hands, passengers and crew, were now summobed to man the pumps and bail for their lives. The order was promptly and cheerfully obeyed, and from 2 o clock Wednesday morning until after mid-day, they labored incessarily, but without gaining upon the water. Shortly after rose, however, the signer once more succeeded after noon, however, the er gineer once more succeed for shore and kept on bailing in the midst of this ter-rible storm. About 3 p. m., they espied, much to their gratification and delight, a chimney which proved to be in Chicago. At 6 the steamer reached

her dock.

Once or twice during the gale all hopes of ever reaching shore were given up, and a list of the passengers on board was prepared by two captains to throw overboard. Happily, so terrible a calamity was

In the midst of the unflinching courage displayed or every hand, shines still brighter the courage of a woman, who was one of the passengers, the brighter as it stands in contrast with the sheer cowardice of as it stands in contrast with the sheer cowardies of craven-souled man who was aboard. That man was a Frenchman and not an Englishman, as we stated yesterday. He absolutely refused to work, when a woman, which should have brought a burning blush of shame upon his cheeks, if he was possessed of any manhood, stepped forward and volunteered to take his place. That woman's name was Miss E. Wishard of without the companion of the contract of the c

manhood, stepped forward and volunteered to take his place. That woman's name was Miss E. Wishard of Milwaukee.

The passengers, however, would not allow her to work. Her noble behavior upon this occasion won for her the admiration and esteem of every one on board, while the conduct of the Frenchman provoked just the opposite, and we should not have blamed the crew had they looked upon him as a second Jonah aboard their noble craft.

THE MONONGAHELA BELLE EXPLOSION. From The Louisville Courier.

From The Louisville Courier.

Our citizens were astounded this evening by the intelligence that the Monongabela Belle, a small eleamboat running between Columbus and the Coal Mines, had blown up.

The Monongabela Belle is owned by Wm. & John Nelson of Hickman. When at about noon of to-day, (Saturday,) as she was ascending the river quietly and regardless of danger, her starboard boiler exploded, blowing John Nelson from the hurricane deck down to the fore part of the lower deck, badly bruising and sealding him. He was struck just above the eye by a piece of iron kettle from the cook room, leaving an indeligible impression.

The ecok was blown through the cook-room into the river, and was rescued from a watery grave by the

the river, and was rescued from a watery grave by the

Two of the firemen (white men) were so dreadfully scalded and blackened, that it was difficult for some time to determine whether they were white or black. W. Nelson, who was on the wheel, escaped unhurt. The B Belle, which was near, promptly went to her

The B Belle, which was near, promptly went to her aid, the officers rendering every assistance in their power to render their condition comfortable.

The cook and firemen were taken on board of the E. H. Fairchild, lying at Columbus, and carried on to the hospital at Paducah.

Mr. Nelson returned to Hickman.

The accident is supposed to have been occasioned by the water in the boilers getting too low.

The loss will be about two thousand dollars, the fore cabin, pilot house, and chumneys having been blown away.

The accident occurred three miles from Columbus, near the chalk banks.

THE GALE AT ST. LOUIS.

From The St. Louis Democrat.

Late on Wednesday night, commenced one of the most terrific storms of wind, and that of the coldest and most cutting kind, it has ever been our lot to be startled by. The levee bore the appearance of Winter, and werm coats were abundantly worn. During the startled the storm committed great have amid the ter, and warm coats were abundantly wern. During the night, the storm committed great havee amid the laid up steamers in the vicinity of the gas-works, at the lower end of the city. The wind must have been violent over a large portion of the country, as only three bonts arrived here out of at least nine that were due. Two barges or wood boats were reported sink near the upper ferry. Several boats that left here on Wednesday were detained by the storm. The ice was Wednesday were detained by the storm. The ice was strong enough opposite Aiton to afford good skating to

The J. B. Carson er countered the storm near Mon tezuma, 100 miles from St. Louis, and retreated for security under a bluff back, whence they could hear the strong trees in the vicinity crackling under the the strong trees in the vicinity cracking under that blast and breaking as if they were but slender at sifs. The William Morrison, hence for New-Orleans, is hard and fast aground just below Quarantine, her head pointed down stream, as if she had remained unmoved from the instant of grounding.

THE MISSISSIPPI FREEZING OVER. The Mississippi was frozen over at Prairie da Chien on Thursday, and navigation may be considered about

From the Dubuque Tribune.

The river continues very full of ice. The channel on this ride is comparatively clear, but the opposite ride of the river is blocked up firmly for more than fifty feet. The ferry boat remains at her moorings in the slough, and did not attempt to make a trip yesterday. The only means of communication between this day. The only means of communication between city and Dunieith is by way of skiffs, of which the are a great abundance. The rates charged by are a great abundance. The rates charged by the owners of these crafts vary from fifty cents to two dollars a passenger, according to the length of the purse or the apparent greenness of the applicant for ferriage across this icy Styx. The passage is not unaccompanied by danger, and is rather a novel and exciting event.

The ice is running rapidly, and as it comes down in great masses, much dexterity is required to prevent the skiffs from being crushed. Some of the less conrecientious of the ferrymen landed their passengers on the island, and then required them to pay a dollar more to be taken to the main shore. The mails on the railreads are sadly deranged, all the trains being out of connection. It will require some days before matters all get straight again, and, in the mean time, patience is the best remedy.

A HOUSE DESTROYED AT INDIANAPOLIS.

A HOUSE DESTROYED AT INDIANAPOLIS.

From The Indianapelis Journal.

We were visited by a tolerably severe storm of rain and wind on Wednerday evening last, which continued until the mersing of Thursday. On that morning a large beech tree was blown down and fell upon a frame house, situated upon a tract of land some threequarters of a mile from the south-east corner of the quarters of a mile from the south-east corner of the city limits, cutting it in two, and destroying a considerable port on of the farmiture of the occupant. The family had previously vacated the house from fear of accident, but the father, Mr. Simon Lasman, remained. He was somewhat in jured in his leg.

The occupants suffered considerably from the cold, having but little on save their night clothes.

COLD WEATHER IN MICHIGAN.

The bells are jingling in the streets, but more in an The bells are jugging in the streets, out more in anticipation than in realization) of Winter as yet. At Portiac, on Friday, the thermometer was 10° below zero. The snow north of Kalamazoo is nearly twotest deep, it is said. At Grand Rapids, on Friday, the thermometer stood at 10° below zero. There was a slight fail of snow at Adrian on Thursday; thermometer 12° above zero. At the eastern end of the Great Western Railway, the srow is from one to three feet deep on level.

THE STORM ON LAKE MICHIGAN.

Correspondence of The Detroit Tribuns.

It is enowing hard here. Nearly all the vessels that left here last week have run back, except those that are lost. Most of them are on the beach. The Flying Cloud from Cleveland went ashore yesterday below Cloud from Cleveland went ashore yesterday below here—a total loss. Seven men were frozen to death. She left here last Tuesday, bound down. A good many vessels ran back to-day all covered with ice. There are ton vessels now anothere this side the Point, that left here on Friday and ran back, with canvas all gone. They are lying in a bad place, with a heavy north-east sea. So much ice is made forward that they cannot slip the chain, neither can they raise their anchors. There is but one tug here that is good for anything, and she cannot render them any assistance. It is thought that a good many crews will perish before night.

The Chicago and Milwaukee Papers. pale, and for two days has been engaged in bringing in vessels. On Thursday evening she brought in the schooner Cape Horn, which had hoisted a signal of distroes. The crew were badly frost bitten.

the exception of the loss of her mainboom, she was the exception of the loss of her mainboom, sie was united. Let might she bright who have a honig, with a cargo of lumber. She was bound to Mileankee, but caule not reach that port. Her sais are riveing were badly torn. The brig Hampton and the schooner Minneeota are ashore on the east side of the lake. The former is reported as going to pieces; both crews were saved. The brig Monegan and schooner Nonpareil, bound from Chicago for Buffato, were towed into Milwaukee. They met the violent ga'e of Wednesday night near the Manitons, and had to send before it. The rigging and deck of both was alls were covered with ice. The Nonpareil lost heremall boat, but no damage was sustained by vessels or cargoes. cargoes.

THE DEPTH OF SNOW.

THE DEPTH OF SNOW.

From The Rechester American.

Show fell quite freely here; but it soon melted, and left the sidewalks in such a state as to make it quite difficult for pedestrians to navigate. At Buffalo the snow is about a foot deep. From that city to Bergen, on the Central Road, the snow ranges from the depth of twelve to twenty inches. The drifts in some places are eight feet deep. The trains are not materially hindered. At Lockport and further West the storm has been very severe, and the snow is quite deep.

THE CANALS FREEZING UP.

From The Albany Journal, Nov. 25.

From the Adony Journal, Nov. 25.

Forwarders in this city this morning received dispatches from their agents in Schenectary and Uties to the effect that the canal was frozen over at both piaces and that boats could not be moved on account of the ice. From this city to the Aqueduct, canal navigation is uninterrupted. It is as usual the last place that

This morning the last night's Registering Thermometer marked five degrees above zero (at the residence of Joel W. Andrews, No. 42 High street). At sunrise, the barometer was up to 30.40 inches. Weather clear; high wind N. N. W. The cold weather of to-day will doubtless close the canal at this and At the western end it was closed last night.

At Rechester the canal is ice, and boats are fast

At the western end it was closed last right.

At Rochester the canal is icy, and boats are fast
There is a good deal of produce affoat. The canal has shut pan within twenty-four bours.

At Lockport the canal is frozen stiff, and the fleet o

oats is tied up securely.

At Pendicton, ten miles east of Tona wands, yester day, boats were moving, but the water was full At Brockport boats were passing: but there wa

much obstruction from snow and slush, and last night freet turned the slush into ice.

The St. Catharines Post says the snow has fallen to The St. Canarines For says and a shown and naviga-tion of the Welland Canal is entirely stopped by ice. Fwenty vessels, bound for Lake Ontario, are lying at Port Celborne.

At Buffalo the canal is frozen, and the creek is full

The following dispatches have been received to-day by the Auditor:

by the Auditor;

"Fonds, Nov. 25, 1837.

"To the Hon. N S. BENTON: Canal freezing no rapidle to lay up last night. Ioe-breaker started the Boats obliged to lay up last night. Incompanies.

Boats now move slowly.

"P. J. McKinlay, Collector"

"To N. S. BENTON: Froze up on my section Broke it yestenday six inches. Had on twenty-seven horses to tow boy in port going west."

T. S. FOSTER." [By Telegraph.]

Albany, Wednesday, Nov. 25, 1857.

About midnight a very severe and sudden change took place in the weather here: the wind changed to the north-west, and blew a perfect gaie for the balance of the mids too the property follows: the north-west, and blew a periectigate for the balance of the night, the thermometer failing rapidly. This morning tee mercury marked II deg. above zero. The charge appears likely to defeat the hopes entertained of keeping the canal open two weeks longer between here and Rochester, and of the resumption of navigation to Ruffalo.

tion to Buffalo.
Unless the weather changes or moderates canal navi Unless the weather changes or moderates canal navigation may be considered virtually suspended, although some portions of the canal are still free from ice. Only twice before, in the years 1838 and 1845, has navigation closed as early as the 25th of November. In those years it closed on that day. In 1827 the canal closed on November 27, but reopened and remained cavigable till December 28. A very large amount of produce is now on its way.

ALBANY, Wednesday, Nov. 25, 1857. Advices have been received from Syracuse. For Plain, Utica and Lyons, stating that the canal was frezen tight at those points. It is breakers are busilengaged in attempting to break a passage through but the weather continues too cold to allow a hope of

Navigation is entirely suspended here, and this morning boys are skating on the ice. The weather i very cold, and gives little prospect of further navigation this season. A large number of boats are detained on the Cayuga Marsh, and along the canal betweethere and Buffsle.

CLOSING OF THE BEAUHARNOIS CANAL MONTREAL, Ca., Wednesday, Nov. 25, 1857.
The wester here is very cold, the thermomeurer this norning, maiking 4° above zero.

The Beauharnois Canal has been frozen over, and

its navigation is stopped for the season. SOCIETY FOR THE RELIEF OF WIDOW

AND ORPHANS OF MEDICAL MEN. The fifteenth annual meeting of this Society, for the election of officers, was held yesterday afternoon at the College of Physicians and Surgeons, corner of Fourth avenue and Twenty-fourth street. Dr. Isaac Wood, President, in the chair. After the reading and

Wood, Fresident, in the chair. After the reading and approval of the minutes of the several meetings which have been held during the past year, the Society proceeded to ballot for officers, when the present incumbents were redicated as follows:

Dr. Isaac Wood, President; Drs. James Anderson, G.P. Camman, and H. D. Buikley, Vice-Presidents; Dr. Edward L. Beadle, Treasurer, and Drs. John G. Adams, Galen Carter, J. W. G. Clements. Abraham Dubois. Joel Foster, Jared Linsley and Wm. Rockwell Managers. Dr. Wood made a few appropriate remarks expressive of grateful thanks for the renswed acknowledgement of confidence manifested by the Society, and his intention to use his endeavors to discharge his duties faithfully the cusning year.

The Secretary then observed that masmuch as it had been decided not to have the annual dinner this year on account of the present financial embarrassments, he would treat the Society with the following gratifying statement relative to its affairs:

The Society was instituted in 1842 and the funds now amount

statement relative to its affairs:

The Society was instituted in 1842, and the funds now amount to \$23,191.25, of which \$19,200 is invested in mortgage, \$3.500 in New-York State Stock, and the balance, \$306.25, deposition the United States Trust Company.

The mortgages diaw 7 per cept, and are, without exception on improved property in this city and Brooklyn; and, as an additional security, the buildings are all of them insured and the policies assigned.

The stock heid is New-York State 5 per cents, redsemable in 1852 which were bought in October last, and will not the Society 15 per cent on the investment.

\$23 which were bought in October last, and will not the So-lety 15 per cent on the investment.

The receipts for the year were \$3,231 15, derived from the allowing sources.

\$1,439 53 

Total. \$3 231 18

Disbursements for the same period. \$217 05

Within the last year 24 members have been elected; of thes were for life; the benefactors now number 25, of whom 5 as symmen; the members number 111.

The meeting then acjourned.

BURNING OF A STEAMBOAT.-A steamboat suppose

BURNING OF A STEAMBOAT.—A steamboat supposed to be the Oscar Thompson, was seen on fire in the river just off the wharf at Gloucester about 1 o'clock p.m. We have had no means of procuring infirmation relative to the cause or the extent of the disaster, ewing to the distance, and the proximity of the occurrence to the time of our going to press.

21 c'clock p. m.—We have ascertained that the name of the boat is the Oscar Thompson, which was laid up at Gloucester for the Winter. She is a total loss. The flames communicated to the ferry slip, and, at the time we go to press, it is still burning. The loss cannot be less than \$30,000. [Phila Evening Journal, 25th.

IMPORTANT RAILROAD SUIT - VERDICT SET ASIDE.—A case of some importance was tried at Wheeling last week before Judge Thompson in the Circuit Court of Virginia. It was that of a suit brought by James O. Hawley, a brakeman on the Baltimore and Ohio Railroad, against that Company, for damages for injuries received white doing duty upon the road, from an accident alleged to have been caused by the negligence of his fellow-employees. The case was ably contested on both sides, and elicited unusual interest on account of the principle involved. The Hon. Andrew Hunter and James S. Wheat, eq., appeared for the Company, and the Hon. Mr. Russell and others for the Company, and the Hon. Mr. Russell and others for the plaintiff. The Jury, after hearing the evidence and arguments, rendered a verilict awarding \$5,000 can ages to the plaintiff. We learn that Judge Thompson has set aside the verdict of the Jury, both upon the law and, upon the testimony, and in a review of the case, has granted a new trial.

SALE OF PAINTINGS AT BLENBERK.—The sale est IMPORTANT RAILROAD SUIT - VERDICT SET ASIDE

SALE OF PAINTINGS AT BLENBEIM. - The sale on SALE OF PAINTINGS AT BLENKEIM.—The asle at Bierheim, on Tuesday and Wednesday, by N. H. Massie, executor of the Hon. Andrew Sevenson, decessed, was well attended. From the high price paid for the paintings, crops and stock, we feel warranted in eaving the people of Albemarle, at least, have not felt the pressure of the hard times. A miniature of Napoleon, by Isabee, brought upward of \$400. A full-length portrait of Marshal Soult, by Healy, presented to Mr. Stevenson while Micister to England by Marshal Soult himself, brought \$415. The paintings alone brought \$1,900. [Charlottesville [Va.] Advocate.

IMPORTANT TO FARMERS

IMPROVEMENT IN THE BREED OF HORSES [Fourth Article.] In former articles we have shown, or endeavore to show, a few of the general principles of horse breeding: the advantages resulting from breeding t pure blood on the sire's side, whatever the qualit of the dam; the points of symmetry and strength most desirable, and, indeed, necessary to the pa rents on both sides, and on which side more par ticularly; the necessity for perfect structural and constitutional soundness and health, on both sides and for the absence of hereditary vice of temper: and, lastly, the state of health to be aimed at in the dam, as well previous to her being taken to the horse as during the period of her gestation, and the means to be taken to attain and preserve that condition of health, or, as it is usually termed among borsemen, condition, emphatically. We shall now proceed to show a little more particularly what are the improvements to be obtained in different varie ties, and how this improvement is to be produced for it is very certain that the same horse will not answer for every kind of mare, but that, on the contrary, for very different styles of dams a very different style of sires will be required to produce equal results in the progeny. Now, it may be stated generally that the ordinary objects of breeding up are twofold. One, and the most common and mos feasible, is from an entirely cold stock, we will say for example, the Cleveland Bay, or, the nearest ap preaches to be found to it in this country, the Con estoga cart mare, namely, or the larger Vermont draught mare. We do not speak in this connection of the Morgan, or the Canadian, or the Normansome mares of which last stock have been recently imported into this country-since all of these have some strains, more or less distant, of thorough blood-to raise a progeny improved in spirit, speed lightness of action, endurance of fatigue and cour age, by stinting mares of that stock to blood horses. This is the simplest of all the ends to be attained and can be almost certainly accomplished, by send ing the mare-taking it for granted that she is sound and generally well formed-to any thorough bree horse, provided he also is sound, well shaped and free from vice. Any such horse will, more or less improve the progeny, both in blood and in the form. structure and strength of the bones, both in frame and spirit, without any especial reference to the particular strain of thorough blood from which he himself comes, so that the strain be not tainted with hereditary disease. In the second and third, and yet more in later generations, when blood has been introduced and the dams as well as the sires have some mixture of a pure lineage, it is more requisite to look to families, since some families noto riously cross well with others, and some as noto riously ill. Of course, it is better that the sire. where it is possible, should be of a racing stock that is famous for courage and stoutness, such as any of the stocks which trace remotely to Hered, Cade, Regulus, Eclipse, or others of known fame; but thus far it is not essential, or a sine qua non, since every blood horse, even if-as Sir John Fenwick said in the reign of Charles II.—he be the meanest tack that ever came out of Barbary, is so infinitely superior in courage, stoutness and quality. both of bone and sinew, as well as blood, to the bes cold-blooded mare that ever went on a shodden hoof, that he cannot fail to improve her stock, what ever may be his comparative standing among racers All, therefore, that the breeder has to do in this in stance is to satisfy himself that the horse is really thorough-bred-that is to say, traceable on both sides of his pedigree to English stud-book race-horsesand that he has the virtues and has not the defects of form which have been previously subjects of die cussion. Next to this, there must be a harmony in the size, and, to some extent, in the forms of the animals. The putting small mares to gigantic horses, or colessal mares to ponies, in order to give size to the offepring, will never answer, but on the contrary will result in the production of rickety malformed produce. The mare, as it has been said, may be with advantage something larger, lorger and more roomy than the horse, but not too much so. We should say a mare of sixteen hands and

oportionate strength should never be put to stallion under fifteen hands, and from thence up to fifteen and one inch; nor a mare over sixteen hands to one short of fifteen and a half, up to fifteen. three, bands. Still less should little mares be put to tall horses, or low mares to leggy horses, in order to give hight. If the brood mare he low, but leng and roomy, it is no bad fault; but the way to give size to the progeny is to select, not a tall or leggy horse for the stallion, but one of singularly perfect symmetry, not much higher than the dam. though an inch or two inches will do no harm, provided be be not long in the legs, especially from the knee downward, short backed, close coupled, and generally etrong built-particularly so in those points where the mare is the most defective. We stated above that there is no greater blunder than to breed an animal rickety and defective in one point, to another perfect in that point, or even unduly developed in it, with the expectation of curing both defects in the progeny. This rule, however is to be understood with some margin. That is t say, it is to be held absolute only where the defect in the mare or the horse is so great that it is imprudent to breed from either at all. One often, how ever, sees both mares and horres with some one or more faults in symmetry, which are positive defects, although only in a secondary degree, and which are at the same time counterbalanced by so great a number of positive advantages, excellences and beauties, that he is wise to waive the one defect striving to remedy it, in view to the other good to be hoped for from the strain. Now it of course follows that if one breed from two parents, each of whom is in a degree faulty in one and the same point, he is more likely to have an offspring faulty in the same point, than if he breed from one which is in a degree faulty and the other excellent. Therefore, no one in his senses would doubt that, if his mere were slightly too long in the leg, or too light of bone, somewhat too long in the back, too loose in the leins, or too narrow in the chest, he should choose a stallion to which to put her as strong and as perfect as possible in those parts which in the mare are blamable. The transmission of external shapes is as yet a mystery, and probably ever will continue so. No one can say whether the stallion or the mare has the greater share in giving structural form or constitutional disposition to the roung animal. Indeed, there seems reason to beheve that there is not any invariable rule on the subject; but that some dams and some sires possess an extraordinary power of impressing their own forms and stamping their own images, in the greater degree, on the young. The general rule, however, and that which it is wise to ebserve, is that like begets like. Therefore, the practice should be always, where one decides to breed from a mare slightly defective in one point, or more than one, of symmetry, to select a stallion as exectent as

possible in that defective point; and if one be re-solved for any cause to breed from a stalling of whose blood, or beauty, or performances he is par-ticularly enamored, and that horse be weak in any point or points, to put to him whatever mare one may have in his stud most excellent, where he is weakest; but in no case, even if it prohibit one from breeding from that horse at all, to put him to a mare which is faulty in the same part. The second ordinary object of breeding-up is, where mares of some highly valued strain, possessing some degree of pure blood engrafted on an inferior stock, have degenerated in size, in hight, strength and size of bone, to breed them to such horses as shall, without deteriorating their blood, improve them in size and bone. This is a far more difficult question in breeding, and before it can be answered it will be necessary to know of what blood is the impure portion constituted, and in what proportion does it exist. If it be distinctly of cold blood, as of Cleveland bay, Suffolk Rench, Concestogs, or common cart-horse, and if the proportion of thorough blood mixed with it be inconsiderable, it may at once be pronounced useless to take any pains about it, as the results will not, it is a thousand to one, repay the trouble or expense. If the preportion of pure blood be considerable, but remote, and the stock have been long in bred-as, for example, is the case with the Morgans-the only possible way to breed them up is to stint the mares to the very best and most powerfully made, short coupled, broad chested. strong loined, short legged, thorough bred stallions that can be found, of a totally distinct recent strain of blood, if the blood of the mares can be ascertained, although it will not be the worse if, some ten or more generations back, they both run into the same line. In this case the stallion, in the first cross, should not be taller or larger than the mare, except in strength, size of bone and museular development. The fillies in the second generation will be larger in all ways than their dams-since improvement of strength, health, symmetry and development implies improvement in size. These fillies may be again put to horses of exactly the same stamp as that last described, but just so much larger than the filly as the filly is larger than her dam. This will in all probability achieve the desired end. This is in fact what is known among breeders as breeding up, in the true sense of the word. If, on the other hand, the mares, degene-rated, have been crossed with pure English blood, but remotely and not recently, on Canadian or imported Norman stock, there will be no objection to erossing them back once to Canadian or Norman stallions; since in Canadian and Norman blood there is a remote dormant strain of pure bleed, probably Andalusian Arab, which assimilates well with medern thorough blood; and the breeding back will often in that case so far reinvigorate the race, that the fillies produced by that union will often reproduce animals of astonishing excellence by a farther cross with well-chosen thorough blood of the present day. In a future paper we shall explain what is meent by avoiding in-breeding continually to the same blood, yet breeding back to it, after a lapse of years, with beneficial effect. RAILROAD RECKLESSNESS OF LIFE.

To the Editor of The N. Y. Tribune. Sin: I wish to make public through the medium of your widely scattered sheet an act of recklessness of the part of the New-York and Erie Railroad, which took place at the Great Bend on Monday, Nov. 16. Were it the first and only case of the kind it might possibly be passed over in silence, but the writer has been eye-witness to similar scenes at the same spot, and it is but a short time since that the same wicked baste caused the death of a lady passenger, her head being completely severed from her body. In the inbeing completely severed from her body. In the instance to which I nefer above, a party, consisting of a gentleman, two ladies, a little girl and a baby, were returning from the West. Wishing to take another train at the Great Bend, they were prepared to step out when the cars stopped. The gentleman got out with the baby, but as the mother bad her foot raised to step on the platform the cars started. She was forunately thrown backward on the steps of the cars, where several gentlemen caught and held her—fortunately, I say, Sir, fortunately for the propelling power, as well as for the lady and her friends, for, had a serious accident happened to her, as certainly as there is law or justice in this land.

iustice in this land to its fullest extent. Every passenger sprang to his feet, and cries of "shame! shame! infamous! pull the "rope! pull the rope!" echoed from all. At that rope hand close to hand pulled with all force, which caused hard close to hand pulled with all force, which caused so slight a slacking of speed that about half a mile from the depot, at its least speed, the mother jumped from the depot, at its least speed, the mother jumped from the train; and though they seemed to move simultaneously, the other lady and the little girl, who was kirdly sratched up and put on the ground by a gestleman near, were left several blocks apart. The kind stranger set the child down and sprang to the iron rail, which he caught, and after hopping from foot to foot mercifully gained the step, but ne heard not the thacks of the lady, as ere he had gained the stand, or the last word had left ler lip, he was far beyond the reach of her voice in his flying car.

Such infamous recklessess of human life and limb might do, Sir, for the present state of the East, where men are transformed to human fiends, but surely do not belong to a Christian community.

net here transformed to human nears, our surely up not belong to a Christian community.

I would only add that the Delaware and Lackawanna train, which had just started, backed up again and waited the heaty arrival of the nearly murdered trayelers.

As Acros in this seas Traggery.

-We print the above exactly as it reached us, adding only the expression of a doubt that the readiness of the passengers to step out and their celerity in so doing were quite so decided as our correspondent thinks they were. We have often, in traveling, remarked that persons who were to leave the cars at a station were not sufficiently mindful that a minute's delay on their part might cause the less of an important connection to a hundred fellow-passengers. A conductor behind time must do the best he safely can to regain his proper position, and passengers should do their best to belo him. But safety must be a primary consideration, and any conductor who starts his train from a station without giving adequate time for those who are there to leave it, is guilty of a grave misdemeanor, which should be reproved by the public and pun-

ished by the courts.

Cambridge Cattle Market REPORTED FOR THE N. Y. TRIBUNE, BY GEORGE REFF.
WEDNESDAY, Nov. 24, 1857.
At market: 582 Cattle, about 50e Beeves and 82 Store
consisting of working Ozen, Cows, and one, two and the consisting of working Ozen, Cows, and State of Country of the Coun

New Hampshire ... 168 Vermott ... ... 278 Hassachusetts ... ... 35 New York ...... 100

Receipts of Produce .... Nov. 25. By North Ricer Roats 25, 140 bbls, Floor, 3, 105 bush Barley, 3, 907 do. Cott, 73,000 do. Whost, 30 pkgs, Ashes, 131 do. Whisky,